

A very successful tea and entertainment was given last night at the Sailors' and Soldiers' Institute by the Christian Seamen of the fleet; the main object being to bid farewell to those who will shortly be leaving the Colony, and also to express in this manner their appreciation of the kindness shown them by their many shore-going friends. A large number participated in the enjoyable feast which preceded the entertainment. The programme consisted of a Chorus by the H. K. Temperance Union Choir; Address by Messrs Robbins and Lloyd; Rev. Mr. Brown, and Rev. Mr. May; of Footstep; Solo by Mrs. Matthews and Messrs Philip and Burrow and a Recitation from Mr. Ward. Mr. Brown, of H.M.S. Victor Emanuel occupied the chair in a very able manner. A hearty vote of thanks was accorded to the promoters, and the meeting was brought to a close at 9.30 by all present singing "God be with you till we meet again."

W. Robinson & Co. have 150 Pianos for Hire on Monthly Payments, also Pianos returned from Hire cheap.

COLLISION AT SHANGHAI.
GREAT LOSS OF LIFE.

(Special Telegram from Our Own Correspondent.)
Shanghai, April 30, 11.50 a.m.
Messrs Butterfield and Swire's steamer *Neuchwang* (from Amoy) and Messrs Jardine, Matheson & Co.'s steamer *Ono* (outward) collided at Wusong this morning. The *Ono* sunk in deep water outside the bar, and there are only two European survivors, namely: Arthur Cooper, second officer, and Allen, third engineer.
Captain Slessor, Chief Engineer Davidson, Chief Officer Keats, Second Engineer Small, Pilot Scott, and about three hundred Chinese are believed to be drowned.
The *Neuchwang* (Capt. Harde) has been beached.

[The *Neuchwang* belongs to the Chinese Steam Navigation Company, and has gross tonnage of 835 tons. She was built in 1877 by Messrs Scott and Co., Greenock. The *Ono* was changed name twice, being last known as the *Yaku*. Her tonnage is 1085 and she was classed 100 A1 at Lloyd's. She was built in 1870 by Messrs Denny Brothers, Dumbarton, and she was damaged in the beginning of 1895. Shanghai was a river steamer, 32 feet long, 23 feet beam, with 32 feet and depth 20 feet. She belongs to the Indo-China Steam Navigation Company. It is supposed that the collision occurred between one and two o'clock this morning, as the river steamers generally leave Shanghai between midnight and one a.m. At the time of the collision, the *Ono* was carrying about three hundred and four hundred Chinese passengers on board. Captain Slessor is a very well-known in Hongkong, having been formerly in command of the *Yuenan* on the Manila run, and in fact, brought the steamer out from home. Both he and the Chief Engineer, Mr. Davidson, were married, their wives and families residing at Shanghai. Mr. Keats, the Chief Officer, has been many years in the employ of the Indo-China Company, and has been almost constantly employed on the Yangtze river trade. Mr. Small, second engineer, was out to the *Ono* in the *Ono* as Chief Engineer of the Company's new steamer *Amara*.—Ed. C.M.]

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

LONDON, April 28, 1896.

THE TRANSVAAL.

SENTENCE UPON THE REFORM LEADERS.

The Reform leaders, Madsen, Phillips, Hammond, and others, have been sentenced to death. Mr. Chamberlain has telegraphed to President Kruger through Sir Hercules Robinson, that he was confident President Kruger would commute the sentences, and that he had assured Parliament to this effect. The United States Consul at Cape has telegraphed to Mr. Olney, and it is understood that the sentence on Hammond, the American citizen, has been commuted.

MATABELELAND.

Three Matabele Impis have been defeated with great loss.

DR JAMESON'S TRIAL.

Dr Jameson's trial has been adjourned to June 11th.

(La Courrier de Saigon.)

DEAR, DEAR!

Paris, April 19.

The German press has again adopted an aggressive attitude towards England on the subject of recent events in South Africa. England is accused of having provoked the rebellion amongst the Matabele in order to have an excuse for sending troops to South Africa.

THE PRINCE OF BULGARIA.

Prince Ferdinand of Bulgaria will arrive in Paris on Saturday, 26th April. He will be received with Royal honours.

FRENCH POLITICS.

The Senate, in spite of the arguments of M. Bourgeois, adopted by 171 to 90 a motion by M. Dejean concerning the voting of the credits for Madagascar as long as the Cabinet retains office without the confidence of the two Chambers.

The Cabinet assembles on Thursday to deliberate on the situation.

(Strait Times.)

THE FRENCH TRAGEDY.

Pennay, April 21.—The body of the late Mrs Stephens was exhumed this morning, at the request of the police. A post-mortem examination was held afterwards. The result is that the contents of the stomach will be forwarded to Dr Bott to be analysed.

A KING WOMAN ARRESTED.

A King woman has been arrested and is detained in custody on suspicion of causing the death of Mrs Stephens.

Pennay, April 23.—The body of the late Mrs Perry Stephens was exhumed yesterday morning; the police entertaining suspicion that there has been foul play.

The Viceroy has been forwarded to Dr Bott, the Government Analyst, for analysis.

A King woman, who is said to have been a former mistress of Mr Stephens, has been arrested in connection with the case.

The woman under arrest is now Mrs Stephens' enemy, and asserted that Mr Stephens would have been the father of the child.

The deceased's cook has disappeared.

LAWN TENNIS TOURNAMENT.

The following ties were played off this afternoon—

DOUBLE HANDICAP.

3RD TIE.

C. M. Fifth and F. Maitland (own 30) beat Surg-Major Johnston and H. W. Sindo (own 15.1) 4-6, 6-2, 6-4.

'A' CLASS SINGLE HANDICAP.

3RD TIE.

C. V. N. Percival (own 15.1) beat A. S. Anton (own 10) 10-8, 7-5.

RIFLE SHOOTING.

The return friendly match between teams from H.M.S. *Centurion* and the Hongkong Police Force was fired off to-day at the Aspinall Range, Kowloon, in splendid weather. At the 500 yards range the light was bad. The teams were composed of ten men a-side, the first match being fired off with eight men a-side. The *Centurion* beat the Police by 40 points. Scores—

CENTURION.

A. B. Jones	200	400	500	TL
Edwards	31	32	33	32
Sergeant Box	31	32	33	32
Gunner Saunders	27	28	29	28
P. O. Gordon	29	30	31	30
Black	25	26	27	26
Watts	22	23	24	23
James	30	31	32	31
Sargent Tobill	27	28	29	28
Phillimore	26	27	28	27
				313

POLICE.

Sergeant Scott	27	28	29	28
" Baker	28	29	30	29
" McLennan	29	30	31	30
P. O. Ritchie	33	34	35	34
Inspector Duncan	31	32	33	32
" Butler	30	31	32	31
Sergeant Milner	30	31	32	31
" Withers	25	26	27	26
" Graham	24	25	26	25
				773

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Hon. W. M. Gwynne, Acting Chief Justice.)

Thursday, April 30.

TSO TSE KI, PLAINTIFF, AND U LAI WOON, DEFENDANT.

In this case, which was heard on the 22nd, 24th, and 25th April, His Lordship delivered the following judgment:—In this suit the plaintiff claims \$10,000, being due to him from the defendant as one of two guarantors for the repayment of Wong Tai King (the principal debtor) to the plaintiff of the sum of \$10,000 lent by the plaintiff to Wong Tai King on the 17th December, 1895. At the time of the loan Wong Tai King was a partner in the Messrs Douglas, Laupras & Co. He was secured to that firm to the extent of \$10,000 by the defendant, together with Mr. King and a third person named Luang Man Shik. The amount for which defendant personally was security was \$10,000. Wong Tai King was indebted to Messrs Douglas, Laupras & Co. in December, 1895, to the extent of at least \$30,000, an amount which he admitted was subsequently largely increased by share speculations, and eventually, on the 7th August, 1896, he had to leave, and on 12th December, 1895, he was adjudged bankrupt. The defendant, however, to the year 1896 when the loan in question was made, it seems that about September or October, 1895, according to Wong Tai King's evidence, the firm required him to find further security. He was asked to increase his security as guarantor from \$10,000 to \$30,000. He was not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. 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The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid. The defendant and his co-sureties were not asked to increase his security to \$30,000, but, accordingly, entered into negotiations with the plaintiff, who was introduced through one Lai King Tung. The plaintiff declined to furnish the \$30,000 additional security, but agreed to become security for the whole \$30,000 from the beginning of the ensuing Chinese year, which commenced on 1st January, 1896, and it is understood that the contents of the complaint are the profits of the company. The defendant and his co-sureties were willing to retire, and for some difficulties which arose later on about the plaintiff's title, or "land deeds," as he called them, probably, the change would have been duly made and the plaintiff would have been duly repaid.

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship *Glenary* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whose delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day. Cargo remaining undelivered after the 1st Proximo will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all Claims for damage and/or shortages not later than the 8th Prox., otherwise they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Inst., at 11 a.m. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 24, 1896. 861

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP SIKH,
FROM SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, April 24, 1896. 863

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or S.S. *Gladstone*, from Havre or S.S. *Bagdad*, and from Bordeaux or S.S. *President*, *Lery*, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whose delivery may be obtained immediately after landing. Optional Cargo will be forwarded unless notice is received from the Consignees before Noon To-day (Sunday), the 26th Inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 2nd May, at Noon, will be subject to rent, and landing charges. All Claims must be sent in to me on or before SATURDAY, the 2nd May, or they will not be recognised. All Damaged Packages will be examined on FRIDAY, the 1st May, at 3 p.m. No Fire Insurance has been effected.

O. TOURNARE, Acting Agent.

Hongkong, April 26, 1896. 881

Intimations.

RALEIGH CYCLE COMPANY,
LIMITED.JUST LANDED AND FOR SALE
at Low Prices,
A SMALL NUMBER OF THE
RALEIGH CYCLE CO.'S BICYCLES,
Weight 36 lbs.

Orders taken for all kinds of Cycles manufactured by the above Company. MACGOWEN, FRICKEL & Co., Dundas Street.

Hongkong, February 11, 1896. 331

It is very difficult

to convince

children that

a medicine is

"nice to take"

—this trouble

is not experi-

enced in ad-

ministering

Scott's Emulsion

of Cod Liver Oil. It is

almost as palatable as milk.

No preparation so rapidly

builds up good flesh,

strength and nerve force.

Mothers the world over rely

upon it in all wasting dis-

eases children are heir to.

Sole Agents for Hongkong and the

Empire of China,
WATKINS & Co., Hongkong.

LANGUID WOMEN

PALE CHILDREN

OLD PEOPLE, INVALIDS

VIN CHAPOTEAU

(CHAPOTEAU'S WINE OF PEPPERS)

A DELICIOUS

NUTRITIVE

STIMULANT

This stimulant wine is easily assimilated when

no other solid or liquid food will remain on the

stomach, it is indicated in constitutional weakness

and lack of digestive power,

for the aged, Anemia,

Dyspepsia, and

Convalescence.

(It helps suffering

from

Dysentery,

Cancer,

Diarrhea,

of the

Stomach

CHAPOTEAU

PARIS

Sole Agents for Hongkong and the

Empire of China,
WATKINS & Co., Hongkong.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship

Formosa, Captain Douglas, will be

despatched for the above

Ports TO-MORROW, the 1st May, at

Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, April 30, 1896. 893

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Mendota, Captain Towell, will be

despatched as above on

FRIDAY, the 1st May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 17, 1896. 818

THE CHINA MUTUAL STEAM

NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Steamship

Lightning, Captain J. G. Spence, will be

despatched for the above

Ports on SATURDAY, the 2nd May, at

3 p.m.

For Freight or Passage, apply to

DAVID SASSON, SONS & Co.,

Agents.

Hongkong, April 27, 1896. 885

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE.

The Steamship

Pahoi, Captain Scott, will be

despatched on SATUR-

DAY, the 2nd May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 29, 1896. 899

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Palmas, Captain Williams, will be

despatched as above on

SATURDAY, the 2nd May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 21, 1896. 847

NAVIGAZIONE GENERALE

ITALIANA

(FLORENCE & ROME UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN,

and GENOA; also VENICE, TRIESTE,

all Mediterranean, Adriatic, Levant-

ine and South American Ports, up

to CALLED. Taking Cargo at through

rates to PERSIAN GULF and

BAGDAD; also BARCELONA, VA-

LENZA, ALICANTE, ALMERIA and

MALAGA.

The Steamship

Lettimora, Captain Di Marco, will be

despatched as above on

MONDAY, the 4th May, at Noon.

At Bombay the Steamers are discharging

in Victoria Dock.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, April 27, 1896. 886

FOR SINGAPORE, COLOMBO AND

BOMBAY.

The Steamship

Coburn, Captain P. Rellax, will be

despatched as above on

TUESDAY, the 5th May.

For Freight or Passage, apply to

NIPPON Yusen Kaisha,

Agents.

Hongkong, April 28, 1896. 891

FOR YOKOHAMA AND KOBE.

The Steamship

Maddox, will be despatched as

above on TUESDAY,

the 5th May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 27, 1896. 887

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

Ruhshir, Captain DAVES, R.N.R., will be

despatched for the above

Port on or about THURSDAY,

the 7th May, instead of as previously

advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, April 17, 1896. 798

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND

YOKOHAMA.

The Steamship

Breconshire, Captain PEBBLES, will be

despatched as above on

MONDAY, the 4th Proximo.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, April 25, 1896. 877

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship

Captain PARSONS, will be

despatched as above on

the 5th May.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, April 20, 1896. 812

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

The Steamship

Nanhang, Captain FINLAYSON, will be

despatched on MON-

DAY, the 4th May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 23, 1896. 775

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship

Chinghi, Captain LEXY, will be de-

spatched on WEDNES-

DAY, the 6th May, at 3 p.m.

The attention of Passengers is directed

to the Superior Accommodation offered

by this Steamer. First-class Saloon

is situated forward of the Engines.

A Refrigerating Chamber ensures the

supply of Fresh Provisions during the

entire voyage. A day-qualified Surgeon is

carried, and the Vessel is fitted through-

out with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 27, 1896. 819

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

The Steamship

Pahoi, Captain Scott, will be

despatched as above on

or about WEDNESDAY, the 6th Proximo.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, April 23, 1896. 895

FOR SINGAPORE, HAVRE AND

HAMBURG.

(Calling at NAPLES for landing

Passengers).

(Taking Cargo at through rates to

ANTWERP, AMSTERDAM, ROTTER-

DAM, LISBON, OPORTO, LONDON,

LIVERPOOL AND BREMEN.)

The Steamship

Irene, Captain R. Schütz, will be

despatched for the above

Ports on THURSDAY, the 7th May, at

4 p.m.

This Steamer has superior Accommoda-

tion for First and Second Class Passengers

and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & Co.,

Agents.

Hongkong, April 23, 1896. 856

Sailing Vessels.

FOR NEW YORK.

The S/S L.L. American Barge

Gerard C. Tobey, Captain SHORTLEFF, shortly ex-

pected, will load here for the

above Port, and will have quick despatch.

For Freight, apply to

SIEMSEN & Co.,

Agents.

Hongkong, April 13, 1896. 782

FOR SAN FRANCISCO.

The L.O.A. British Ship

Queen Elizabeth, Captain FURTER, Master, will load here

and have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, February 18, 1896. 888

Mails.

JAVA-CHINA-JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COM-

PANY OF NETHERLANDS

INDIA.

PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS).

JAYA-HONGKONG-YOKOHAMA-KOBE-AMOI

-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG

TO JAVA.

